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Hongkong, 22nd June, 1906.

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DEATH.

On June 23rd at Shanghai, Captain JOHN P. BOWMAN, aged 77 years.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 29th, 1906

It is to be trusted that the Nanchang massacre will prove to be the last of the long line of murderous disorders which have entailed disgrace on the Government of China, and more than anything else have compelled the civilised nations of the world to refuse to accept China as a nation on equal terms with themselves. Although in the beginning the world is willing to allow that the wrongdoing was not altogether on China's side, the subsequent conduct of the authorities, and the instigation of the mob to murder at the hands of the gentry of the province, were things which no self-respecting country could pass over. If the conduct of the priests, about which the Chinese make serious complaint, had only been in the proper manner before the French authorities, there was no reason to doubt that it would have been properly investigated and dealt with. As the authorities, instead of taking this course, were fatuous enough to appeal to mob law, no country—and in this connection France does not stand alone, but is backed up by the whole civilised world—could for one moment permit any presumed exterminating circumstances to enter into consideration. It is true that the punishment inflicted is a heavy one, but the crime was also a serious one, and (which the Chinese Government should once for all take to heart) was immensely aggravated by the fact that this time the criminals were those who were appointed to preserve order, and were trusted with the execution of even-handed

justice. It is difficult to find a single plea in the conduct of this miserable business in favour of the Government of China. That Government in the first instance placed itself in the wrong by granting official rank to a body of men over whom it had no power of control; and the reason alleged for so doing, that thereby it hoped to remove responsibility off its own shoulders, was a proof, if any such were needed, of its incapacity to rule. Had it done this under compulsion without remonstrance, however much we should have felt inclined to pity, we could not have held it guiltless. The fact of the matter was that the action was taken without any consultation with France. It is not for us to make any comments on the indemnity that France has exacted. There are things that by international law belong to the country wronged exclusively. We are, however, heartily glad that the matter has been settled at last, and hope that the belated acknowledgement by China of the crime may lead to a better understanding for the future. In this all civilised countries are at one, and it will be well for China in her own interest, to remember that it is not by flouting herself before the world that she can ever hope to earn respect. No country, as no individual, can afford to stand alone. The law is universal and lies at the basis of all human intercourse. Mexico did his best to inculcate this fact. There are the Empire, the State and the Family. The Empire has its origin in the State; the State in the Family; and the Family in the individual. When the rulers are straight the whole realm will follow. This and not petty attempts at isolation is the continual cry of the old teachers, and what is true of the individual is equally true of the State. Only by emulating what is best in other lands can China hope to raise herself. This is the lesson which China has forgotten. If the punishment inflicted for the crime of Nanchang will lead her to think this out for herself, it will have proved an inestimable blessing, not so much for the world, as for China herself.

But, as we have lately had too much reason to regret, it is not only in Nanchang, and not only amongst officials who perhaps have not had much personal knowledge of the world outside China, that like feelings and like methods have of late been in evidence. We have seen officials trained abroad equally ready on their return to China to call in the aid of mob law. We have seen foolish attempts to exclude foreign capital simply because it was foreign, not because it in any way interfered with the independence of the country, but merely that it seemed the only way of excluding emulation, which China in her heart of hearts knows would lead her insensibly to reform the errors of her way. It is not ignorance, nor lack of understanding that stands in the way. Chinese officials in point of intelligence take a high rank amongst the nations, but the inertness of centuries clings to the race; and it hesitates to take the step which it yet feels and knows to be essential to its own happiness. Perhaps wounded pride has something to say to this strange proceeding, but the wounds have been mostly self-inflicted. None of the Governments of the world would willingly hurt China's feelings; most of them would rather strain every nerve to keep on pleasant terms; but China herself by outraging every rule of social intercourse has hitherto rendered this impractical. Are we any nearer to a better understanding? And is any one of the leaders of public opinion prepared in the face of the clamour of the mob to move to the front?

The German Government is demanding the protection of German captains in Russia. The Kaiser will assist at H.-ligoland on the arrival of the yachts taking part in the Dover-Helgoland races.

Only two plague cases were recorded yesterday. One was a corpse found in Des Voeux Road West. The total now stands at 338 cases.

Their Majesties of Norway, in addition to visiting King Edward, as announced in August, are to visit the Emperor of Austria in the same month.

Individually, our references yesterday to the Sanitary Board meeting ascribed a question to Mr. Stollen Forster that was really asked by Mr. Henry Humphreys.

The s.s. *Laconia*, constructed by the Dock Company to the order of Messrs. Jardine, Matheson and Co. for the Yangtze River trade, arrived at Shanghai last Sunday.

It has been officially announced that Lieutenant W. F. Helmore, 2nd Battalion Royal West Kent Regiment, Hongkong, has resigned his commission in that regiment. He was connected with it for less than three years, having got his commission in July, 1903. He served with a militia battalion in the South African War, 1901-02 (Queen's medal with five clasps).

Two arrests have been made in connection with the recent outrage at Leighton Hill Road, both Chinamen.

France has threatened Morocco with an ultimatum if the Sultan does not soon release the Frenchmen captured by the rebels of Boumard.

At a largely attended meeting of the shareholders of Union Church, held on Wednesday evening, matters affecting the pastorate were considered. The meeting unanimously decided to ask the Rev. C. H. Hickling to serve for a further period of five years.

Members of the Hongkong Volunteer Reserve Association are reminded that the first competition at disappearing targets will be held at the King's Park Range to-morrow. This shoot is in connection with the competition for the *China Mail* Cup.

The Japanese Acting Minister has protested against the employment of a French engineer on the Amoy-Changchou railway, says the *Nan-jung-pao*, on the ground that Japanese subjects own large interests in the line, and demanded that a Japanese engineer be appointed.

The *Daily Graph* last month published pictures of four tablets to be erected by the Tientsin British community to the memory of the floors and men killed by Boxers in 1900. It also had an interesting photograph of the floating dock *Decey* being towed through the Suez Canal.

The cement plant, originally intended to be used by the Kwan Tsang Cement Factory, landed here in January of last year from Hamburg, on account of the recent war, was yesterday sold by auction by Messrs. Hughes and Hough, the purchaser being Mr. Kadoorie, for \$212,000.

Delegates from all parts of Great Britain assembled at the first meeting of the British Federation of the Jewish Territorial Organisation at the Juncs of Court Hotel, under the presidency of Mr. Israel Zangwill. The object was to promote the acquisition of a territory upon an autonomous basis for those Jews who are unable or unwilling to remain in their present lands.

Commander Henry D. Wilkin, D.S.O., commanding the ship *Chio* on the China Station, will recommission her temporarily, and Commander H. du C. Luard will similarly recommission the ship *Cadmus*. Lieutenants N. B. C. Brook and J. S. Morrell have been appointed to the *Chio*, and also Paymaster A. H. Gulliver and Surgeon R. L. Dickinson.

The *World* says:—In spite of the blandishments, such as they are, of the Government's repatriation proclamation, the Chinese slave seems in no haste to shake off his shackles. He has seemingly adopted the attitude of that certain Mr. William Bailey, who, if one remembers rightly, was obstinately impervious to all appeals, however earnest, to return to his domestic abode.

By kind permission of Lieut.-Col. Price, D.S.O., and Officers 12th Baluchis, the Band of the Regiment will play the following programme at the U.S.R. Club, Kowloon, to-day, commencing at 5 p.m.:—
March "El Capitán," Sousa
Overture "Yule," Russell
Selection "The Flying Squadron," Knappe
Air from "Sonata Patetique," Beethoven
Sketch "The Alabama Minstrel's," Knowles
Select on "Mountebanks," Cellier

Considerable interest was aroused in the House of Commons by the appearance in Palace Yard of the first taximeter motor-car to be placed on the streets of London. Sir Christopher Furness and Sir Henry Norman, M.P., drove in the vehicle, which is a 10-h.p. Renault, with two-cylinder engine and magnet ignition. The body of the car is a vivid scarlet, whilst the upholstery and the uniform of the driver are of a slate-blue hue. The taximeter registered 28 3/4 as the fare of the two members.

We clip from an exchange the following surprising story:—Mrs. Brown, while in Hongkong found herself short of money in consequence of her husband having gone on to San Francisco with all the cash. Her company was splitting up in various directions—some were returning to England, others to the United States, and they needed their salaries immediately. The American actress then did a thing which was characteristic of a pious and a speculative—or shall we say too hopeful?—nature. Dressing herself in her grandest clothes, she hired a sampan, and was rowed across to Kowloon, where she sought out one of the celebrated gambling saloons, and sat down to play. She rose a winner of £500, and had won enough to pay every penny of her people's salaries, and to send them off in right royal style.

There is nothing commercially sensational in the announcement that Messrs. John Brown and Co., the Fairfield Shipbuilding Co., and Messrs. Cammell, Laird, and Co. are acquiring a large area of land at Scotstoun, near Glasgow, for the construction of a big dock and the erection of ordnance works. As a matter of fact, these three large shipbuilding undertakings own the Coventry Ordnance Works, and the present decision points to the acquisition of water frontage such as is doubtless deemed essential in connection with the mounting of heavy naval guns. The step is, in short, regarded as a normal development coincident with the progress of the Coventry enterprise.

The three firms concerned not merely build warships, but equip them in every point of detail as regards their fighting powers. In the possession of this ability there are obvious advantages, of which not the least is the attraction of orders for warships from foreign Powers.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

EARTHQUAKE IN ENGLAND.

LONDON, June 28th.

The West of England has been visited by an earthquake, whose worst effects were southwards. The damage is moderate.

(REUTERS' SERVICE.)

THE NATAL REBELLION.

LONDON, June 26th.

A despatch from Greytown states that the natives in the vicinity of the Insuzi and Noodsberg police stations have rebelled and that they have occupied the stations.

THE EDUCATION BILL.

LONDON, June 26th.

A debate on Clause 4 of the Education Bill developed strong opposition on all sides, including some ministerialists.

The Liberal papers admit the Liberal perplexity, and say that the ministerial line has wavered almost for the first time in the session.

An important Opposition amendment to clause No. 4, making the clause mandatory, has been rejected by 340 to 237 amid prolonged Opposition cheers at the fall in the majority.

LONDON, June 27th.

The minority of yesterday's division included 70 Nationalists, 27 Liberals, and 19 Labourites. The Liberals consider that the passage of the Bill is now assured. The Conservatives urge the Government to abandon a measure which has become a hopeless jumble.

SENSATION IN NEW YORK.

LONDON, June 26th.

An immense sensation has been caused in New York by the millionaire Harry Thaw firing at, and killing, the eminent wealthy architect Stanford White at Madison Square Garden Theatre. The act is ascribed to jealousy. Thaw had lately married a beautiful chorus girl whom White had previously known. Thaw and his wife have been arrested.

THE NATIVE TROUBLE IN NATAL.

LONDON, June 27th.

The rebels in Natal have been largely reinforced by impiis from the Mapumulo district to the number of 2,500.

The County Gentleman says:—Those who are responsible for the naming of our warships must surely have been in sad straits when they were christening the new torpedo-boat destroyers. The worst of all, surely, is *Violent*. We shall look out for the new classes of t.b.d.s. which are to be added to the fleet, and which, we understand, are to be named *Buttercup* and *Daisies*.

Mr. J. Graham Goss, the gentleman who has just tried unsuccessfully to enlist Chinese support for the forthcoming New Zealand Exhibition, has arrived at Singapore. A *Strait Times* reporter asked him who he thought would succeed the late Mr. Seddon as Premier. "Sir Joseph Ward, K.C.M.G.," replied Mr. Graham Goss. "Mr. Ward at present holds the office of Postmaster General, Minister of Railways, and Minister of the Industries and Commerce Department. He has already acted as Premier during the absence in England of Mr. Seddon, and will make an admirable successor to our departed Premier."

At Shanghai Mixed Court on June 23rd Mr. A. H. Fenton, Police Magistrate, called the attention of Mr. Kuan, magistrate, to certain building alterations which were being carried out on the premises of the Court, for which a permit had not been granted by the Municipal Council. Mr. Kuan said he understood that no such permit was required for building operations inside the precincts of the Court, but on the assurance of Mr. Fenton and of Mr. C. Schirmer, Assessor, that it was necessary to obtain the permission of the Municipal Council for the erection, alteration or even pulling down of all permanent buildings within the Settlement, he said he would make a formal application for permission "in due course."

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of Japan* arrived at Nagasaki at 7 a.m. on Thursday, the 28th inst., and left again at 5 p.m. same day for Shanghai, where she is due to arrive at 6 a.m. on Saturday, the 30th inst.

The C.P.R. str. *Montevideo* arrived at Shanghai at 4 a.m. on Wednesday, the 27th inst., and left again at 10 p.m. same day for Hongkong, and is due here at 6 a.m. on Sunday, the 1st July.

The C.P.R. str. *Empress of India* arrived at Kobe at 11.30 p.m. on Tuesday, the 26th inst., and left again at noon on Wednesday for Yokohama, where she was due to arrive at noon on Thursday, the 28th inst.

The Indo-China str. *Namany* left Calcutta for this port via the Straits on the 26th June, and may be expected here on or about 11th July.

The British str. *Zingara* left Moji on the 27th June for this port, and is due here on or about the 2nd July.

The J.-C.-J. Lijn str. *Tjinnah* left Kobe via Moji and Amoy for this port on the 27th June, and may be expected here on or about 8th July.

SUPREME COURT.

Thursday, June 28th.

IN BANKRUPTCY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISHING JUDGE).

DEBTORS' DISCHARGES REFUSED.

Re Wong Sau-po and Cheung Kung-pat, trading as Lai Fung and Wing Shing Luag, ex parte Wong Cheung-oi, creditor.

This was an application for the discharge of the debtors.

Mr. F. X. d'Almada e Castro appeared for debtor Cheung Kung-pat; Mr. C. F. Dixon (of Mr. John Hastings' office) for Wong Sau-po; and Mr. R. A. Harding for Mr. Fat-tung.

His Lordship (to Mr. Harding)—What is your status?

Mr. Wakeman—His client has admitted himself a partner, my Lord.

His Lordship—The same man as in the Lai Hing Bank case?

Mr. Harding—Yes.

Mr. Wakeman read his report upon the debtors' application for discharge. Therein it was stated that the books of the firm for last year were either wilfully or inadvertently lost; the bankrupts carried on trade by means of fictitious capital inasmuch as they were insolvent when they carried on business. They also purchased two houses and continued to trade after becoming insolvent, and brought about the bankruptcy by rash speculation. In the Official Receiver's opinion it was impossible to grant their discharge.

Mr. Almada said that Cheung Kung-pat, although one of the debtors, was simply a dormant partner in the firm. If his Lordship would refer to the notes of this debtor's public examination he would see that the debtor never at any time took an active part in the firm's business. That would be corroborated by Wong Sau-po, the managing partner. Mr. Almada did not ask his Lordship to grant immediate discharge, but to suspend the order for such time as he thought fit.

Mr. Dixon said it was somewhat difficult for him to criticise the report of the Official Receiver until he had had an opportunity of seeing it. Assuming that the facts stated in the report were correct, he submitted that his Lordship had power to suspend the discharge of Wong Sau-po for a reasonable time, and asked his Lordship to grant a discharge subject to a suspension for three months. The report showed that substantial assets had been recovered, and that the amount of liabilities might be reduced by the Hongkong and Shanghai Bank reducing their claim.

His Lordship—What is the claim of that bank?

Mr. Wakeman—Over half a million dollars.

Mr. Dixon—My client is here, and is prepared to answer any questions. I understood the official receiver wished to question him.

Mr. Wakeman—I don't, my Lord. But I can ask him a few questions.

Mr. Harding said it was not denied that his client was a sleeping partner, and had nothing to do with the management of the firm.

His Lordship—He has been a partner in dozens of firms.

Mr. Harding—Yes, my Lord, but he took no active part in the firm.

Mr. Wakeman—If Mr. Dixon wishes to consider the report, I have no objection to an adjournment.

Mr. Dixon—Well, if your Lordship is not going to grant the discharge—

His Lordship—I am certainly not going to grant the discharge. No consideration will make me do that.

Mr. Dixon—I meant to say after a reasonable period.

His Lordship—What I consider a reasonable period. We will take Wong Sau-po first of all; in this case there is no doubt he is the managing partner, and certainly as far as I can understand from his own admissions and from the examination, he was managing partner at the time of the bankruptcy. It was rather a large bankruptcy, and although the claim may be reduced it is perfectly clear from the evidence that 50 per cent. cannot be paid off. I will suspend his discharge for three years. With regard to the other two, maybe they were dormant partners or maybe they were not.

The third man, Ma Fat-tung, is a partner in some of the biggest firms in the Colony—the Lai Hing included—and therefore he is a business man and knows the liabilities he takes on. Both discharges will be suspended for two years.

Mr. Wakeman—Will your Lordship make any order with regard to the income of the debtors?

His Lordship—Is there any income?

Mr. Wakeman—I don't know, but one of them is living in a large house.

His Lordship—I will adjourn that point till Thursday; meanwhile you can find out.

RECEIVING ORDER GRANTED.

The Kwong Yung Loong firm ex parte Cheuk Chak, debtor.

This was an application for a receiving order. Mr. J. S. Harston (of Messrs. Ewins, Harston and Harding) appeared in support of the application.

His Lordship—I notice the Registrar has made an interim order. Is that so?

Mr. Harston—Yes.

His Lordship—Now I want to know where you get the authority from? What is the section?

Mr. Harston—I think it was made under Section 11. (Reads Where the Court may, etc.)

His Lordship—The Court, I know. Is that the Registrar?

Mr. Harston—I take it that Court means Supreme Court. Previously I always made the application in chambers before Sir William Goodman, but I understand the practice has been altered.

His Lordship—Mr. Wakeman, can you tell me anything about it?

Mr. Wakeman—An interim receiving order is also made by the Registrar.

His Lordship—Can you show me any authority for it?

Mr. Harston—I am bound to admit that two years ago it was not the practice. It is a convenient practice.

His Lordship—Oh! yes. But supposing it is illegal or wrong.

Mr. Wakeman referred his Lordship to subsection 2 of section 11.

His Lordship (after referring to it)—That's all right.

Cheuk Chak said he had made inquiries as to what was due to the firm, and discovered that there was an amount of \$3,070.62 due from Messrs. Arnold, Karberg and Co. There was a further sum of \$300, and in addition to that a sum of \$718 would become due on October 1st.

Kwong Cho-shit said the total liabilities of the firm were \$18,600. The assets would realise over \$7,000.

His Lordship granted the order, and appointed the Official Receiver trustee.

PUBLIC EXAMINATION.

Chau Dart-long ex parte the creditors.

Mr. G. H. Wakeman, Official Receiver, conducted this public examination, and Messrs. F. B. Deacon (of Messrs. Deacon, Looker and Deacon) and J. S. Harston (of Messrs. Ewins, Harston and Harding) appeared on behalf of creditors.

Chau Dart-long said he was a partner in the firm of Dart Loong and Co., which business he started on October 1st, 1899. His partner's name was Chi Yat. The capital of the firm was \$50,000; they dealt in piece goods, yarn and miscellaneous goods. Debtor was interested in the Fat Cheong Bank, of 39, Bonham Strand East, to the amount of \$10,000, which was one third of the capital. The bank was closed about March, as they could not realise further capital and there was no business. All debts, with the exception of the shareholders' were paid in full. One of the partners had the books. Debtor could not say how much money the bank had lost, as the accounts were not made up. He had a considerable amount of leasehold property, and owned Connaught House Hotel, for which he gave \$255,000, on September 1st, 1900. He now valued it at \$240,000 or \$410,000, because he formerly let it out on lease at the rate of \$1,825 per month, and the man who leased it from debtor released it to another, and was getting \$2,678 for it; that included the whole premises. There were mortgages on the property. Debtor had other property at Caine Road, and a share in some property at Bonham Strand. All these properties were heavily mortgaged. During the last few years he had received several hundred thousand dollars on mortgages. He had no account, but remembered it all. As managing partner of Dart Loong and Co., he received \$50 a month for a start, and when the firm wound up he was receiving \$140, really \$150, but he gave \$70 a month to his wife. This \$150 a month was to be entered in a separate account, and to be paid off from debts collected. In the beginning he used to pay off the interest on the debts from his salary, but when the debts amounted to tens and hundreds of thousands he was unable to.

His Lordship—Did you ever do business with Port Arthur?

Debtor—No.

His Lordship—You did some business, I know; there was a long case in the Court a sting three days. Not during the war?

Debtor—No.

Examined by Mr. Deacon—he was the only one interested in Connaught House. He returned in his statement to the Official Receiver a surplus of assets over liabilities of \$33,000. He would not be sure that his assets would realise that amount. Debtor calculated the increase in the value of Connaught House from the most collected on the premises. He did not collect a month's rent from Connaught House after filing his petition. He did not send a cash out of the jurisdiction of the Court, only to pay debts, when he thought of going bankrupt. Debtor did not include in his statement of assets the property he had at Macao, as he had sold that property. He transferred it within a fortnight of filing his petition, handing it over to a woman to whom he owed \$15,000.

Examined by Mr. Harston—When were you last solvent?—How do I know?

You don't know?—I know that I'm not solvent now.

Were you solvent three years ago?—Yes.

How do you know?—Because I had not made up my accounts.

Why did you tell the Official Receiver, at a meeting of creditors, that you were insolvent three years ago?—I didn't understand the question; so I shook my head and said yes.

You engaged during the war in blockade running?

His Lordship—He denied that to me just now. I think he must have run into Dalry.

Debtor—If you make inquiries and find that I have been so engaged, I am willing that my head should be chopped off. I don't even know the people who were engaged in it.

Have you ever heard of the Fuk Tai Wo firm?—I don't know.

Supposing your name appears in their books? I have transacted business with so many people, how can I remember them all?

At any rate you deny that you transacted business with the Fuk Tai Wo so far as blockade running is concerned, or anything else?—I have heard of the Fuk Tai Wo, and I may have had small dealings with them.

Now you shelter yourself, as you are afraid. Was your partner, Francisco Chi Yat, quite content with your management of the business?—He did not say anything to the contrary.

Didn't he start a partnership action last year get a receiver appointed and remove the whole thing from your control in the case of Dart

His Lordship—Mr. Wakeman, can you tell me anything about it?

Mr. Wakeman—An interim receiving order is also made by the Registrar.

His Lordship—Can you show me any authority for it?

Mr. Harston—I am bound to admit that two years ago it was not the practice. It is a convenient practice.

His Lordship—Oh! yes. But supposing it is illegal or wrong.

Lee & Co.—It was a friendly action to wind up the business.

At one time in these proceedings you refused to hand over the books to the receiver, didn't you?—No answer.

When I applied for the books you instructed your solicitor not to hand them over?—I did not know the mode of procedure, so left the matter in the hands of my solicitor.

His Lordship—Have you any more books in your house?—I have one book in a house.

His Lordship—When the examination is over I shall get the bill to go to your house, and if you don't deliver over everything he will report to me and you will be brought up to-morrow for contempt. Do you understand?

Debtor—Yes.

His Lordship adjourned the case sine die and ordered the bailiff to accompany debtor to the house where the books were said to be, and search for them. Debtor was further ordered to supply the Official Receiver with further particulars.

JAPANESE FINANCES.

The sixth financial and economic annual of Japan (1906) published by the Department of Finance, reached us two days ago. It contains, as usual, matter for many days' digestion. To glance over the ten colorful plates of diagrams is sufficient to gain a vivid impression of the growth of Japanese trade, and to what the appetite for the arrays of figures and excellently written notes that follow in nearly three hundred pages.

In ten years ordinary revenue and expenditure have risen from 160 million yen (each) to 400 million yen and 350 million yen respectively. The taxation per capita in the same decade has risen from less than two yen over five yen, including extraordinary and special taxes. Ordinary taxation per head stands at three yen. The national debt in 1896 was under 400 million yen (less than ten yen per capita); in 1906 it is nearly 1,800 millions, or nearly forty yen per capita. The war was, of course, responsible for practically two-thirds of the debt. The production of rice, silk, yarn, copper, iron, coal, and petroleum all show steady increase; and in ten years the value of imports grew from 175 million yen to nearly 500 million yen. Bank deposits nearly doubled themselves in half the decade, the augmentation of savings being strikingly apparent in the diagrams from which these statements are made. The prices of the principal goods and shares all show a decided upward tendency. Traffic mileage of railways just doubled itself in the decade, while their earnings were more than trebled in the same period. Steam tonnage was trebled.

The budget for the financial year 1906-7 shows an increase in ordinary revenue of Yen 21,460,000, the gross increase of taxation being Yen 35,690,000. Ordinary expenditure increased by Yen 161,300,000. Of a total estimated expenditure of 494 million yen, only 241 millions is normal, the rest being due to the war.

The much abused Tobacco Monopoly came to have started well. The manufacture of cigarettes started in July 1904, and of cut tobacco in April 1905, with such good results that the net profit exceeded the estimated amount by seven million yen in the first year and by twelve hundred thousand yen in the second. We hear, however, what is not stated in this book, that the quality of the cigarettes has somewhat deteriorated. Other monopolies are salt and camphor, the latter being necessary because the increasing free output in Japan was affecting the Formosan business. Many of the other notes have already had attention in our columns. It is stated that since 1904-5 the Government has obtained remarkably satisfactory results from its systematic encouragement of live stock breeding. Pleading outcries are lately making good progress. There are at present 3,164 fishery associations and 211 marine products associations, encouraged by an Imperial Fisheries Institute. The number of industrial companies registered is 2,384, with capital of about two hundred millions. At the beginning of the decade it was only 838. The export trade to China has grown in ten years from a total value of nine million yen to nearly ninety-nine millions. In the case of Hongkong the increase was from eighteen to twenty millions only, though the value climbed to nearly forty two millions in 1901. Imports from China rose from twenty-three millions in 1895 to fifty-three millions in 1905, the figures (in round numbers) for Hongkong being eight and eleven millions respectively. The volume of foreign trade, beginning in 1858, was doubled in 1878, again in 1888, 1895, and 1902; "if the same rate is maintained hereafter, the volume of trade will reach Ten 1,000,000,000 (£18,000,000) in 1909". Much is heard in Japan from the Panama canal opening, when it comes and also from the railway exploitation of China. Dealing with last year, the report says, "The export trade of every description, excepting that which depends upon climatic conditions continued its steady development in 1905. In spite of the absence of so small number of able-bodied men at the front, and in spite of the fact that the people had to furnish supplies for an immense army in overseas lands, the country was able to send an increased quantity of manufactured goods to foreign markets, and further was in a position, while paying extraordinary war taxes, to make increased purchases abroad". The adaptability of the people to circumstances is shown by the fact that the war demands instead of making inroads upon their savings, actually increased them, having, it is explained, "encouraged the practice of economy". It was as if a man whose income had been reduced ten per cent, met the change by reducing his living expenses fifteen or twenty per cent. Not the least interesting feature of the book is a new one, a section devoted to the reorganization of Korean finances. Consideration of this department is deferred for later opportunity.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on June 28th in the Council Chamber at 2.30 p.m.

PRESENT.

HIS EXCELLENCY THE GOVERNOR, SIR MATTHEW NATHAN, K.C.M.G.
HIS EXCELLENCY MAJOR-GENERAL VIL- LIERS PATTON, C.B. (Commanding the Troops).
Hon. Mr. T. SHERIDAN SMITH (Colonial Secretary).
Hon. Sir H. S. BERKELEY, (Attorney-General).
Hon. Mr. A. M. THOMSON (Colonial Treasurer).
Hon. Mr. A. W. BREWIN (Registrar-General).
Hon. Captain L. A. W. BARNES-LAWRENCE, R.N. (Harbour Master).
Hon. Mr. W. CHATHAM (Director of Public Works).
Hon. Dr. Ho Kai, M.B., C.M., C.M.G.
Hon. Mr. Wei Yuk.
Hon. Mr. E. A. HEWETT.
Hon. Mr. W. J. GIBSON.
Mr. A. G. M. FLETCHER (Clerk of Council).

MINUTES.

The minutes of the previous meeting were read and confirmed.

FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency, laid on the table Financial Minutes 41 to 42, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded. His EXCELLENCY—The first of these two small votes, which is proposed to refer to the Finance Committee, is required on account of there having unfortunately been more excisions this year than last year. The necessity for the second arises from the inspection of weights and measures that was made in the New Territory, where it was found there were generally rough steel yards not very accurate and giving facilities for fraud. An inspector of weights and measures has therefore been appointed, and the vote now asked for is to provide standard weights for his guidance.

This was agreed to.

FINANCE COMMITTEE'S REPORT.

The COLONIAL SECRETARY moved that the report of the Finance Committee be adopted.

The COLONIAL TREASURER seconded, and this was agreed to.

LAW COMMITTEE.

The ATTORNEY-GENERAL moved the adoption of the report of the Standing Law Committee, which having considered the Bill entitled an Ordinance to regulate the qualifications and to provide for the registration of dentists, at three consecutive meetings, found it impracticable under existing circumstances to frame a measure which would bear equally upon the various races of the community, and unanimously recommended that the Bill be withdrawn. He said—As honorable members will observe, the Law Committee, after having had three consecutive meetings to consider this Bill, have come to the conclusion it would be best for the Government to withdraw this Bill for further consideration. The reasons which led the Committee to adopt this course I think I will, with your permission, state to you. At the second reading of this Bill it passed without any comment of any kind except from myself. There was no opposition to the principle and I assumed that it was generally accepted as a Bill which might pass as it was framed. I therefore moved that the Bill be referred to the Law Committee. I am not certain I am not somewhat to blame in having withdrawn the Bill by that motion from the consideration of the general body of the members of the Council and referred it to a special body, the Law Committee, whose duty is to see that the Bill in its legal shape is calculated to give effect to its principles. That Bill came before the Law Committee, and that was all the Committee gave its attention to. The Bill came back with slight modifications, nothing that would affect the principle of the Bill which set forth that persons entitled to practice dentistry in the Colony should possess certain qualifications set out in the Bill. After the Bill was read a second time certain criticisms were suggested, criticisms made with the object of improving the Bill no doubt, but criticisms which it would have been well had they been delivered by members at the table. The Bill was again considered in the light of the suggestions that had been made, and was brought up to the Council a second time. In the meantime, between the report by the Committee and the meeting of the Council to consider the report, the Bill had been subjected to further criticism. The first point was that the Bill if passed into law would cause dentistry to be a new trade for the inhabitants generally than it is at the present moment. By restricting the number of persons who practice in the Colony you will raise the cost of the dental service. The second objection was this, that the effect of requiring registration of dentists would be that the great body of Chinese and other Asiatics who live in the Colony would be deprived of dental aid because the unqualified Chinese and other dentists who practice at present would pass away in a very short time, and would not be replaced. In other words, the Chinese and other Asiatics would not be able to pay the fees which it was fatal to expect would be demanded by persons who were properly trained dentists, as only the qualified persons would be allowed to practice. It was suggested that that difficulty might be overcome by exempting what were called Chinese dentists, and so the Law Committee at its final consideration of the Bill had these two propositions before it. As to the first of these, it could not be denied. If they limited the number of persons who were to practice it would be difficult for dentists to get assistants, and they could be sure that prices will not go down, but in all probability they would go up. On the second point they had to admit that the criticism was exact; that unless the Bill was altered in a way to exempt Chinese dentists—those who worked among the poorer people—the

Chinese would be without any dental assistance. It was proposed to exempt Chinese dentists as in the case of Chinese medical practitioners, but the hon. senior unofficial member, Dr. Ho Kai, pointed out there was no such thing as Chinese dentistry. There was a system of Chinese dentistry, but you cannot define a Chinese dentist as practising a system of Chinese dentistry. It was therefore impossible to amend the Bill in that way. Having regard to the first consideration, and in view of the difficulty, the impracticability from our point of view of making the necessary amendments, and in view of the feelings which pervaded the Committee generally, and which I am inclined to think is somewhat general throughout the community, that the Bill is really not called for in the interests of the community, the Committee came to the conclusion to recommend the Government to consent to the Bill being withdrawn. Therefore, I now move the adoption of this report.

Dr. Ho Kai seconded. He said—When the Bill first came up for the second reading I did not oppose it in Council, thinking that in committee some clause might be introduced to modify the Bill and make it applicable to the mixed community in this Colony, that is to say, that Europeans or those who care to pay a heavy fee for high-class dentistry to do so, but at the same time the poorer classes of the community, European as well as Chinese and other, should as heretofore be allowed to employ the Chinese or other dentists who have not obtained the qualifications required by the law. I was thinking of introducing a clause something like that, as in the Medical Ordinances, that Chinese dentists might be allowed to practice as heretofore, and that the provisions of the new Ordinance should not apply to them. If that were not done the effect would be that a large number of the community of Hongkong would be without efficient dental aid. As regards Chinese dentistry, so far as my experience goes the Chinese dentists have no system of dentistry to speak of, therefore if a exemption were granted, the Chinese would be favoured and the Europeans would be put into difficulty. After a considerable debate and discussion, it was agreed that for the present there was no need for an ordinance of this kind, and for this reason I beg to second the motion, and I hope the Council will unanimously consent to the withdrawal of this Bill.

Hon. Mr. HEWETT—I trust I may be in order in supporting the resolution that this Bill should be withdrawn, if I state briefly my reasons for supporting the resolution. The hon. and learned Attorney-General just now seemed to suggest that members who had criticisms to offer against the Bill should have done so at the second reading. Personally I disapproved of the Bill, and I am very glad that this course has been adopted in connection with it. I did not speak on the second reading, as the hon. and learned Attorney-General had proposed that it be referred to the Law Committee, and it seemed to me it would undoubtedly be materially altered in committee. If in my ignorance of the procedure of the Council I expressed my regret. At the second reading of the Bill I think I am right in stating that the hon. and learned Attorney-General stated that one of the reasons for his proposal to ensure that for the future persons practising as dentists in this Colony should be professionally educated as such. He further spoke of the Bill as being liberal in its scope, "because it is proposed to permit persons possessing qualifications as dentists other than those recognised by the Medical Council of England, to practice. In other words it is proposed that the large body of American dentists, who have been practising here for many years shall continue to do so if they possess the qualifications which the Bill requires, that is to say, if they have a degree or diploma granted by the universities of Pennsylvania, Michigan or Harvard". Well, now, Sir, that is the human failing of the fond parent to ignore the faults of his offspring, and I can only suppose that this feeling explains the mental attitude which the hon. and learned Attorney-General has adopted towards his child, the Bill for the registration of dentists. He claims that it is a liberal measure, but I fail to find any indications of liberality in it at all. We know perfectly well that at the number of colleges where diplomas are granted the men must undergo a severe training, and must be highly qualified to enter a position of helping suffering humanity, but in this Bill it was proposed to deprive gentlemen who have been following an honourable calling with success to their livelihood and satisfaction to their patients of their livelihood. One small exception is to be made in favour of dentists holding certificates granted by the three American colleges. Members will remember that we are indebted to the United States for the discovery of dentistry. There are in Hongkong a number of highly-trained men, who are in the profession, who, if this Bill were passed, would be deprived of their livelihood.

That is to say, that the effect of this provision is that only those holding British diplomas—those who are graduates of the three universities in the United States shall be entitled to practice, the effect is to practically make a class of persons. As I have already said, one of the provisions of the Bill was to ensure that those who practised dentistry shall have had a proper professional training, but setting aside the Ordinance distinctly exempts from professional training any man who likes to practise dentistry in Hongkong. I maintain without fear of contradiction from any hon. member present, that no medical men who are not trained as dentists are qualified to set as dentists, and I for one should be extremely sorry to put myself into the hands of medical men whose services as dentists were available. I will not go further into detail, but I would remark, your Excellency, that there are a large number of people, Chinese and others, who cannot afford to pay the high fees charged by these special experts in the Colony and have to obtain a certain amount of relief at less cost. I think it will be admitted that it is not necessary to have the same high standard for dentistry as for medical surgery, yet according to the Bill you are enforcing a higher standard for dentists than for medical practitioners. The medical profession is practically thrown open to anyone. According to section 1 of the Ordinance of 1884 the medical profession is open to anyone who has a diploma, provided he has a good character. (Quotes section 1 of Ordinance of 1884). Now in the event of this Bill becoming law, the effect would be to impose greater restrictions upon dentists than are imposed on the medical profession. If it became law nobody but those holding British diplomas or diplomas from the American universities would be allowed to practise whereas now people of any nationality can practise as doctors.

The ATTORNEY-GENERAL—No. If a German doctor practices here he must have English qualifications.

Mr. HEWETT—I am a member of the Medical Board. I only remember one application being refused. That was a doctor holding a diploma from a college in the United States, and the reason the application was refused was that he had not served the minimum number of years that were required by the British Medical Board. If this Bill is put forward in the interests of the public, it will have to be considerably modified. I have pointed out that it will make dentistry a close corporation, that it will improve the standard of dentistry, that it will increase the cost of charges here which are already sufficiently high, and it will deprive the poorer class of people of any dental aid at all. I can only say, in conclusion, that this Bill does not appear to have been called for, except perhaps by one or two professional men. The majority of the members do not desire this measure, which is absolutely unnecessary and unequalled for. Furthermore, I maintain its principles were unjust. They were opposed to the principles on which our colonies have been successfully guided, that we admit anybody, whatever his nationality, provided he comes here to work honestly and is likely to make a good citizen. Why should we depart from the traditions of our empire and begin to legislate against certain people? I am glad the Bill has been withdrawn, and I hope that next time the Bill is brought forward it will be free of the objectionable features which this Bill possesses.

His EXCELLENCY—Before putting the motion I should like to enquire whether without this Bill it is impossible for dentists not holding a British diploma to recover fees?

The ATTORNEY-GENERAL—I don't know. I would rather not say.

The COLONIAL TREASURER—That is a matter of agreement, Sir.

His EXCELLENCY—Can you recover on that agreement?

The COLONIAL TREASURER—Certainly.

Mr. HEWETT—The usual practice here among dentists is to examine you for nothing and give you an estimate of the cost of the work that may be necessary.

His EXCELLENCY—That is not the question I ask.

Mr. HEWETT—I beg your pardon.

His EXCELLENCY—The question is whether they can recover?

The ATTORNEY-GENERAL—I cannot say. There is no legislation on the subject.

The COLONIAL SECRETARY—There is an Imperial Act.

The ATTORNEY-GENERAL—Yes, to protect rights.

The motion was agreed to.

THE HON. DIRECTOR OF PUBLIC WORKS laid on the table the report of proceedings of the Public Works Committee at a meeting held on June 21st. It read as follows:

The Committee had before it a scheme for reclaiming an area of land immediately west of Cadogan Street, and south of Chater Street (extended), and for erecting on this area a number of buildings for use as a warehouse for dealing with refuse, together with quarters for a superintendent and 300 coolies, the estimated cost being as follows:

Reclamation of site, including 50-foot road in extension of Chater Street, \$160,700
Destroying buildings, including piled foundations, chimney, approach road (inclined) and non boundary fence, \$8,100
Machinery, including 12 cells and furnaces with fan and engine, two boilers, sub-making machine, tram-lines and trucks, etc., 82,500
Quarters for Superintendent, 15,000
Do. 300 Coolies, 75,000
Total, \$431,300

After full discussion, it was resolved unanimously that the Committee are prepared to recommend, in principle, the provision of a destructor for dealing with the refuse of the city of Victoria, but advise that, before any further steps are taken, the matters of the type of destructor to be erected, the nature of the site to be investigated, local conditions and submit a tender, accompanied by a guarantee for 3 years, for dealing effectively with 100 tons of refuse per day.

His EXCELLENCY—I have already explained to the Council that it will not be possible to take action at once on this report of the Public Works Committee with regard to the proposed refuse destructor. The subject is one which has been under my consideration for a long time. I am perfectly satisfied the provision of such a destructor is the only satisfactory way of getting rid of the refuse of this city.

At the present time we know that Shanghai trade in piece-goods, which are the principal articles of import, is almost stagnant. Wharves and warehouses are growing under huge stocks and the loss to importers in interest alone must be very serious and will fall heavily on the port at the end of the year. Not only do the Chinese hesitate to buy, the Chinese dealer who imports goods last year is confronted now with fresh imports sent forward at a higher, and consequently more favourable, exchange. In the end trade with backward countries has always to regard as its main factor the fall

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BRANCHES FROM PENANG TO PEKING.

Hongkong, 20th May, 1906.

[116]

enormously to the wealth of the Colony. It is desirable that His Excellency should have power to grant licences and leases.

The COLONIAL SECRETARY seconded, and this was agreed to.

On the motion of the ATTORNEY-GENERAL, seconded by the COLONIAL SECRETARY, the Council went into committee and considered the Bill clause by clause.

On the Council resuming, His EXCELLENCY reported that the Bill had passed through committees without amendment.

The ATTORNEY-GENERAL—The Bill has just passed through committee, and as the next meeting of Council will not be for some considerable time it is well that the Bill giving these powers should become law at the earliest possible moment. I beg to move the suspension of the Standing Orders, and with the consent of this House to move that the Bill be read a third time.

The COLONIAL SECRETARY seconded, and the Bill passed into law.

THE ATTORNEY-GENERAL moved that the second order of the day, the consideration in committee of the Dentists' Bill, be discharged.

The COLONIAL SECRETARY seconded, and this was agreed to.

NAVAL AND MILITARY WORKS.

The ATTORNEY-GENERAL moved the third reading of the Bill entitled an Ordinance to regulate the construction and maintenance of certain naval and military works upon and over certain portions of the Crown foreshore and sea bed situated upon the harbour frontage of the City of Victoria, in this Colony.

The COLONIAL SECRETARY seconded, and the Bill passed into law.

His EXCELLENCY—The Council stands adjourned till after the meeting of the Finance Committee.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held after-wards—the Colonial Secretary presiding. The following votes were passed:

PRISON DEPARTMENT.—The Council to vote a sum of one hundred dollars (\$100) in aid of the vote, Police and Prison Department, Prison—Other Charges, Executioner's Fee, and for Inflicting Corporal Punishment.

JUDICIAL AND LEGAL.—The Council to vote a sum of four hundred and eighty dollars and thirty cents (\$483.30) in aid of the vote, Judicial and Legal Department, B. Magistrate—Other Charges, New Territories, Wharves.

On the Council resuming, The COLONIAL SECRETARY—As it is understood that the Council will not meet till 6th September it may be necessary to pay the money provided for in the two minutes just passed by the committee. I beg to report Sir that the sums of money recommended to be paid in Financial Minutes 41 to 42 have been approved unanimously. I beg to move the adoption of the report.

The COLONIAL TREASURER seconded, and this was agreed to.

His EXCELLENCY—The Council stands adjourned until Thursday, September 6th, at 2.30 p.m. when I hope to be able to lay before hon. members the Estimates and also some important legislation.

HIGH EXCHANGE AND TRADE DEPRESSION.

The N.C. Daily News of June 23rd contains the following article:

"The majority of the foreign residents in China, whose salaries are paid in silver, seeing that the rate now produces three shillings instead of the two shillings and a little over of four years ago. We doubt, however, whether the value of the silver will ever rise to what it was under a régime of low silver value than it does at the present time, and that quite apart from any of the extraneous causes, which are causing a temporary depression. The great need of cities like Shanghai, the financial centre for the foreign trade of China, is capital, and high exchange inevitably drains capital away. Those who have loose funds here will avail themselves of a view to investment there, or to purchase their families' simple

with the hope of getting it back with profit when silver falls again, as fall it must certainly sooner or later. In the meantime the drain of capital creates a scarcity of silver currency and makes business, especially in the stock market, dull. The rate of interest rises high and capitalists and small investors who would otherwise put their money into local stocks are shy of doing so, when there is a chance of the present gold values declining.

At the present time we know that Shanghai trade in piece-goods, which are the principal articles of import, is almost stagnant. Wharves and warehouses are growing under huge stocks and the loss to importers in interest alone must be very serious and will fall heavily on the port at the end of the year. Not only do the Chinese hesitate to buy, the Chinese dealer who imports goods last year is confronted now with fresh imports sent forward at a higher, and consequently more favourable, exchange. In the end trade with backward countries has always to regard as its main factor the fall

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production and placing on the market of the produce grown in the country itself, with the sale of which it is alone possible for most of the people, who in such countries are poor, to pay for the luxury of foreign imports. Hence when exchange is low we see export trade flourishing, much larger quantities of what used to be called "junk and trash" going forward, more ample freights provided for the shipping, and, above all, more money put into the pockets of the farming class, who form the bulk of the native population. There are many articles produced in China which can only go forward at low exchange, if they are to compete with the better quality of similar products from foreign countries; such articles, for instance, as wool, hides, straw braid, and many others which will occur readily enough to readers, and whose production has increased from nothing at all to a very considerable amount in quite recent years.

No one objects to the enhanced value of silver per se. It is the over present threat of a sudden fall that paralyses business and which often induces legitimate trade, so-called, to pure gambling in exchange. What we all ask is a stable exchange, and this, if there were but unanimity among the European Powers represented in China, we might have since have had. We have insisted upon the Chinese putting an end to the present condition of chaos in their finance, in the same way that the Japanese, a nation without one-tenth of the resources of China, were able to reform their currency with comparatively no disturbance. It may be the day is not far distant when the *yen* dollar of the famous Mackay Treaty of 1902 will commence to materialise into substantial results; of which one of the first will, we fervently hope, be a reform of the currency. This, coupled with a solid standard, can alone relieve the trade of China of its present serious handicap—a measure of value constantly fluctuating.

On the 28th at 11.45 a.m.—The barometer has fallen quickly over N. China owing to a depression which appears to be moving Eastwards in Shanghai.

Pressure is highest over the Pacific to the S. of Japan.

Moderate S. winds are indicated in the Formosa Channel and light S.E. winds over the N. part of the China Sea.

Forecast:—S.E. and S. winds, light; showery.

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"DAKOTAH,"
will be despatched for the above Ports on or about the 10th August. For Freight and further particulars apply to
SHEWAN, TOMES & CO.,
Agents,
Hongkong, 28th June, 1906. [1328]

THE EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.
NOTICE TO CONSIGNEES.
The Steamship
"KINA,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco, and Valuables, are being landed and stored at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, where delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. Today. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 3rd July, at 9.30 A.M. All Claims must reach us before the 9th July, or they will not be recognized. No Fire Insurance will be effected. Bill of Lading will be countersigned by the undersigned.
THE EAST ASIATIC CO., LTD.,
MELCHERS & CO.,
Agents,
Hongkong, 27th June, 1906. [1329]

THE HONGKONG & CHINA GAS CO.
NOTICE.
To Notify the public that—
(a) NO SUBSIDIARY CHINESE OR JAPANESE COINS can be accepted in payment of Accounts due to the Company, and
(b) HONGKONG COINS can only be accepted in amounts of \$2 or under.
GEORGE CURRY,
Local Secretary,
Hongkong, 27th June, 1906. [1317]

NOTICE OF DISSOLUTION OF PARTNERSHIP.
In the year 111 of the Siamese Era, corresponding to the year 1884, the Firm of HONG LEE entered into a Partnership with the CHOP GUAN YU and others for the purpose of establishing the Hongkong Firm of KIM HONG YU.
On the 1st day of June, 1906, the share and interest of the Firm of HONG LEE in the said Hongkong Firm of KIM HONG YU was sold and transferred to CHOP GUAN YU, and the latter having admitted HUAH HENG THYE as a Partner in the business of KIM HONG YU is now CHANGED into "KIM HONG YU THAI KEE."
NOTICE IS HEREBY GIVEN to all whom it may concern that the Firm of HONG LEE is no longer a partner in the said Hongkong Firm of KIM HONG YU.
TILLER & GIBBINS,
Solicitors to NAI NIENG,
Owner of Chop Hong Lee.
Bangkok, 11th day of June, 1906. [1293]

REMOVAL.
K WONG TAI LOY, Dealer in Rattan Furniture, Bamboo Blinds, Mattings, &c., has REMOVED from 13, Queen's Road to 39, Des Voeux Road, same Building as Messrs. BRUNTON & HETT.
Hongkong, 21st May, 1906. [1190]

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cwt. Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods.
Wm. FARLANE, Manager,
Hongkong, 16th November, 1901. [147]

WANTED.

A BED-SITTING ROOM, Furnished or Unfurnished, in a respectable part of the Central District. The Upper Levels not objected to.
Apply—"B. 123,"
Hongkong, 28th June, 1906. [1323]

WANTED.

A JUNIOR CHINESE CLERK, able to speak English fluently. Apply by letter in own handwriting.
"M."
Care of "Daily Press" Office,
Hongkong, 25th June, 1906. [1318]

WANTED SHORTLY.

A N ENGLISH ASSISTANT
TEACHER for the DIORHAN BOYS School.
Apply to—
The HEADMASTER,
Hongkong, 25th June, 1906. [1301]

INTIMATIONS.

TYPEWRITERS
CLEANED, REPAIRED, OVERHAULED.
TYPEWRITING WORK UNDER
TAKEN. Charges moderate.
F. A. V. RIBBRO,
(late of the Hongkong Typewriting Bureau,
34, Queen's Road Central (Second Floor).
Hongkong, 25th October, 1905. [18]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. Austin, R.N.M.
This Steamer departs from Hongkong daily (Sundays included), at 7.30 A.M., and from Macao at 2.30 P.M.
Fares—(Week days) 1st Class (including cabin and servants), Single 33, Return Ticket 4. 2nd Class 21. 3rd Class 15 cents.
Every Sunday will be an EXCURSION (the time of departure being in future the same as on other days) at the following rates:
SUNDAYS ONLY:
1st Class, Single, ... \$1.00
With Cabin ... \$2.00
1st Class, Return ... \$2.00
With Cabin ... \$3.00
2nd Class, Single ... 40 Cts.
3rd Class, Return ... 90 Cts.
Steering 20 cents each trip.
Meals can be supplied on board, at \$1 per meal.
First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain. The Half Ticket will be available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
MING ON & CO.,
2nd Floor, 16, Victoria Street,
Hongkong, 22nd June, 1906. [21]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 20th September 1905. [673]

FIRST-CLASS BOARD & RESIDENCE
"BRAESIDE."
A LARGE AND COMMODIOUS
RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road (late of "Yang Yuen").
Hongkong, 27th June, 1906. [43]

FOR SALE.

POSTAGE STAMPS. Price List free on application. Approval sheets sent on receipt of approved references. GEO. E. ANTHONIS, "Sea Spray," Colombo, Ceylon, 14th April, 1906. [1013]

FOR SALE OR TO LET.

AT THE PEAK.
A FIVE-ROOMED HOUSE, with Drying, Dressing, and Bath-rooms; distant thirteen minutes by chair from the Tram; Kitchen and Servants' Quarters.
For Particulars and Terms, apply to—
SHAW, TOMES & CO.,
Hongkong, 9th May, 1906. [1042]

STORAGE.
FOR COAL, TIMBER, &c.
TO BE LET, a Portion of MARINE LOT No. 35 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 99 YEARS LEASE.
For Particulars, apply—
GEO. FENWICK & CO., LTD.,
Hongkong, 8th June, 1906. [135]

SEYMOUR ROAD LOWER, No. 31
TANG YUEN, Macdonnell Road, No. 18 (5 Rooms).
No. 59, CAINE ROAD.
PRAYA EAST, No. 91, Top Floor (Godown).
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central,
Hongkong, 6th February, 1906. [368]

TO LET.
No. 15, KNUXTFORD TERRACE
KOWLOON.
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,
Hongkong, 2nd December, 1906. [177]

TO LET.
A SIX-ROOMED FLAT, ELECTRICALLY LIT, with 2 Bedrooms, Kitchen and Lavatory, situated at Des Voeux Road Central, in the Principal Business Quarter, suitable for Offices. Possession from 1st Aug.
Apply to—
R. PESTONJI,
Care of "Daily Press" Office,
Hongkong, 23rd June, 1906. [1289]

TO LET.
A COMMODIOUS SIX-ROOMED HOUSE with Garden at No. 35, Conduit Road. Immediate possession.
Apply to—
No. 9, Bellairs Terrace,
Hongkong, 17th May, 1906. [1081]

TO LET.
A SIX-ROOMED FLAT, ELECTRICALLY LIT, with 2 Bedrooms, Kitchen and Lavatory, situated at Des Voeux Road Central, in the Principal Business Quarter, suitable for Offices. Possession from 1st Aug.
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Hongkong, 23rd June, 1906. [1289]

AUCTIONS.

BY ORDER OF THE MORTGAGEE.
PARTICULARS AND CONDITIONS OF SALE OF VALUABLE LEASEHOLD PROPERTY, Situate at Victoria, Hongkong.
To be Sold by
PUBLIC AUCTION,
On MONDAY,
the 2nd day of July, 1906, at 3 o'clock in the afternoon, at his Sale Room, Duddell Street, by
Mr. GEO. P. LAMMERT, Auctioneer.
The Property comprises—
A. All that Piece or Parcel of Ground situate lying and being at Victoria, in the Island of Hongkong, being Portion of Inland Lot No. 386 known and registered in the Land Office as SUB-SECTION No. 1 of SECTION A of INLAND LOT No. 386, containing 709 square feet or thereabouts, together with the messuage or tenement thereon known as No. 50, Queen's Road West, Victoria, Hongkong. The said premises are held for the residue of the term of 99 years granted by a Crown Lease of Inland Lot No. 386, Subject to the payment of the Annual Sum of \$8.01, being a proportion of the Crown Rent, and to the performance of the Lessee's covenants in the said Crown Lease reserved and contained.
Further Particulars and Conditions of Sale may be obtained from
F. X. PALMADA & CASTRO,
Solicitor for the Vendor,
or to
GEO. P. LAMMERT,
Auctioneer,
Hongkong, 19th June, 1906. [1278]

PUBLIC AUCTION.
BY ORDER OF THE MORTGAGEE.
Mr. GEORGE P. LAMMERT has received instructions to sell by Public Auction,
On WEDNESDAY,
the 11th July, 1906, at 3 P.M., at his Sales Room, Duddell Street, the following
VALUABLE LEASEHOLD PROPERTY,
Consisting of—
All those two equal undivided fourth parts or shares of and in all that piece or parcel of ground, situate at Yau-mai in the Dependency of Kowloon in the Colony of Hongkong, registered in the Land Office as Section 5 of Kowloon Inland Lot No. 1,011, together with the Messuage or tenement and other erections and buildings thereon, known as No. 10, KEN-NEDY STREET, Yau-mai. And also Mortgage Deed dated 21st October, 1901, on the remaining undivided moiety of the said Section 5 of Kowloon Inland Lot No. 1,011, for the repayment of the sum of \$2,700 and interest thereon at the rate of 6 per cent. per annum. The premises are held for the residue of the term of 75 years created therein by a Crown Lease dated the 24th day of July, 1900, of the said Kowloon Inland Lot No. 1,011, subject to the payment of the annual Crown Rent of \$7, being a proportion of the rent so far as it relates to the premises, and also to the performance of the covenants and conditions in the said Crown Lease reserved and contained. Particulars and Conditions of Sale may be obtained from
Mr. OTO KONG SING,
Solicitor for the Mortgagee,
17, Queen's Road Central,
or from
Mr. GEO. P. LAMMERT,
Auctioneer,
Hongkong, 28th June, 1906. [1325]

TO LET.
"THE ACACIAS" & "THE GROVE,"
having 26 ROOMS, with TENNIS COURT and Detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated; Electric Lights and Bells completely installed.
Suitable for a First-Class Hotel.
Apply to—
E. M. HAZELAND,
35, Queen's Road Central,
or
WING ON, Contractor,
34, D'Aguiar Street.
Hongkong, 23rd April, 1906. [933]

TO LET.
"NEW KINGSCLORE" with Stable Entrances in both Kennedy and Macdonnell Roads.
Owners will, if required, convert the Main Building into a Boarding House, with large Drawing and Dining Room Accommodation and 37 Bedrooms. CASH RENTAL.
For full particulars, apply to—
LINDSEAD & DAVIS,
Hongkong, 28th June, 1906. [1324]

TO LET.
OFFICES in KING'S BUILDING and YORK BUILDING, GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in RYON TERRACE. FLATS in MORRISON TERRACE. "HAYTOR" The PEAK. Immediate possession.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,
Hongkong, 1st March, 1906. [534]

TO LET.
ONE ROOM, on the Third-floor of QUEEN'S BUILDING, Chater Road West.
Apply to—
H. N. MODY,
Hongkong, 2nd June, 1906. [1201]

TO LET.
GODOWN, No. 3, NEW PRAYA, Kennedy Town.
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 28th June, 1906. [75]

TO LET.
A COMMODIOUS SIX-ROOMED HOUSE with Garden at No. 35, Conduit Road. Immediate possession.
Apply to—
No. 9, Bellairs Terrace,
Hongkong, 17th May, 1906. [1081]

TO LET.
A SIX-ROOMED FLAT, ELECTRICALLY LIT, with 2 Bedrooms, Kitchen and Lavatory, situated at Des Voeux Road Central, in the Principal Business Quarter, suitable for Offices. Possession from 1st Aug.
Apply to—
R. PESTONJI,
Care of "Daily Press" Office,
Hongkong, 23rd June, 1906. [1289]

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TO LET.

HOUSES in AUSTIN AVENUE and SALISBURY AVENUE, Kowloon. No. 5, GRANVILLE AVENUE, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.,
Agents,
Hongkong, 4th April, 1906. [390]

TO LET.

THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Milani Bussan Kalsha.
Apply to—
H. N. MODY,
Victoria Buildings,
Hongkong, 10th May, 1906. [1351]

TO LET.

SEVEN EUROPEAN HOUSES, late of F. Blackhead & Co. and Shawan, Temes & Co. Offices. Ground Floor and Top Floor, with Godowns can be let separately on lease.
Apply to—
CHUNG SHUN KO,
First Floor, No. 10, Queen's Road Central, Hongkong, 19th July, 1905. [81]

TO LET.

No. 2, OLD BAILEY.
Apply to—
ARRATON V. APCAR & Co.,
45, W. Vindham Street,
Hongkong, 27th April, 1906. [971]

TO LET.

A HACIENDA, East, No. 74, Peak, Furnished, for 3 months, August, September and October next. For particulars, apply to—
C. H. GRACE,
Hongkong Club,
Hongkong, 20th June, 1906. [1284]

TO LET.

IN HOTEL MANSON'S, a suite of Three Large Offices on corner overlooking Des Voeux Road; cools quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—
REUTER, BROCKELMANN & CO.,
Princes Buildings,
Hongkong, 20th March, 1906. [678]

TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo.
Floor Area, 6,100 square feet each.
Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 20th January, 1906. [256]

SHIPPING

ARRIVALS.
ARCADIA, British str., 3,513, W. Cooke, R.N.R., 28th June—Shanghai 28th June, Mail and General.—P. & O. S. N. Co.
HAITAN, British str., 1,183, J. S. Roach, 28th June—Kochow 25th June, Amoy 26th and Swatow 27th, General. Douglas Lapraik & Co.
JOSHIN MARU, Japanese str., 702, H. Ohta, 28th June—Yamoi via Amoy and Swatow 24th June, General.—Onaka Shosen Kaisha.
KIUKIANG, British str., 1,234, Miller, 28th June—Shanghai 24th June, General.—Butterfield & Swire.
KNUTSFORD, British str., 2,501, Lawler, 27th June—Port Kempi 6th June, Coal.—Messageries Maritimes.
LAKTIN, British str., 1,340, J. Jackall, 28th June—Saigon 24th June, Rice.—China.
RAKHO, British str., 1,227, French, 28th June—Swatow 27th June.—Butterfield & Swire.
SHAOHSING, British steamer, 28th June, from Canton.
WAKANA MARU, Japanese str., 6,264, J. W. Wala, 28th June—Bombay 19th June, General.—Nippon Yusen Kaisha.
WONGKUI, German str., 1,115, W. Rohrer, 28th July—Bangkok and Swatow 27th June, Rice and Mail.—Butterfield & Swire.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE
 June 28th.
Cairo, Norwegian str., for Saigon.
Glenturret, British str., for Hongkong.
Kiukiang, British str., for Canton.
Tientsin, British str., for Bangkok.

DEPARTURES.
 June 28th.
CHANGSHA, British str., for Australia.
CHINGTUNG, British str., for Kobe.
DOUGLASS, German str., for Bangkok.
HAITAN, British str., for Shanghai.
HUPH, British str., for Kobe.
KARIN, Swedish str., for Saigon.
KINA, Danish str., for Shanghai.
KWANGLOK, Chinese str., for Canton.
NACHANG, British str., for Vladivostok.
PRODUCE, Norwegian str., for Bangkok.
TOKIN, French str., for Shanghai.
TRIUMPH, German str., for Hongkong.

SHIPPING REPORTS.
 The British str. *Pekhai* reports: Light S.W. wind and fine.
 The British str. *Lactes* reports: Variable winds and fine throughout.
 The British str. *Har* reports: Light S.W. winds, smooth sea and fine clear weather throughout.
 The British str. *Kiukiang* reports: Light wind and fine weather throughout. On 27th inst. spoke str. *Athenia*, off Pedro Blanco, bound North.

VESSLS IN DOCK.
 June 28th.
ABERNETHY DOCKS.—*Alta*, *Tall*, *Samuel*, *H.M.S. Phoenix*, *H.M.S. Rurik*, *Stanley*, *Omphale*, *Magellanes*.
COMMERCIAL DOCK.—*Childer*.

VESSLS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at Timor, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship
"AUSTRALIAN."
 Captain McArthur, will be despatched for the above ports TO-MORROW, the 30th inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 6th June, 1906. [1218]

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR SWATOW AND BANGKOK.

THE Steamship
"CHILDAR."
 Captain R. Nelson, will be despatched as above TO-MORROW, the 30th June, at Noon.
 For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
 Principals Building
 Hongkong, 28th June, 1906. [1326]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MOJI, YOKOHAMA AND KOBE.

THE Steamship
"EMPIRE."
 Captain St. John George, will be despatched as above TO-MORROW, the 30th inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 27th June, 1906. [1320]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"GREGORY APCAR."
 Captain S. H. Bilton, will be despatched for the above ports TO-MORROW, the 30th inst., at 1 P.M.
 For Freight or Passage, apply to
DAVID SASSOON & CO., LTD., Agents.
 Hongkong, 28th June, 1906. [1312]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	PESHAWUR	Brit. str.	—	J. Rafferty	P. & O. S. N. Co.	About 4th July.
LONDON & ANTWERP	GLENTURRET	Brit. str.	1 m.	—	McGREGOR BROS. & GOW	About 16th July.
LONDON, AMSTERDAM & ANTWERP	ALBA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 3rd July.
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th July.
LONDON, AMSTERDAM & ANTWERP	CREST	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st July.
LONDON, AMSTERDAM & ANTWERP	ACHILLE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th Aug.
LONDON, AMSTERDAM & ANTWERP	TOULAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th Aug.
MARSEILLES, &c. VIA PORTS OF CALL.	ZETEN	Ger. str.	—	F. v. Binzer	MELCHERS & CO.	On 10th July, at 1 P.M.
BREMEN, VIA PORTS OF CALL.	ARCONIA	Rus. str.	—	—	MELCHERS & CO.	On 4th July, at Noon.
ODESSA	SCHWARZBURG	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	ALBA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	ALBA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 21st Aug.
HAVRE, ROTTERDAM & LIVERPOOL	ALBA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th Aug.
COPENHAGEN & BALTIC PORTS	NORDKAP	Aus. str.	—	—	SANDER, WIELER & CO.	About end of July.
TRIESTE, &c. VIA SINGAPORE, &c.	BARBARA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 3rd July.
NAPLES, HAVRE, ANTWERP, BREMEN & HAMBURG	SILEZIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 10th July.
NAPLES, HAVRE & HAMBURG	PAULUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 4th Sept.
GENOA, MARSEILLES & LIVERPOOL	TYDEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th Aug.
GENOA, MARSEILLES & LIVERPOOL	INDRAMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	About 30th inst.
NEW YORK VIA SUEZ CANAL	ANGLO SAXON	Am. str.	—	—	DOUGLASS & CO., LTD.	On 10th July.
NEW YORK VIA PORTS & SUEZ CANAL	LOWTHER CASTLE	Brit. str.	2 m.	—	DOUGLASS & CO., LTD.	About 25th July.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 18th July.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	MONTREAL	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th July.
VICTORIA (B.C.) & TACOMA VIA JAPAN	LYRA	Am. str.	—	G. V. Williams	DOUGLASS & CO., LTD.	On 3rd July.
PORTLAND, OREGON VIA SHANGHAI, &c.	NUMANTIA	Brit. str.	—	Feldmann	PORTLAND & ASIATIC S.S. CO.	On 14th July, Daylight.
AUSTRALIAN PORTS VIA MANILA	PRINCE GEORGE	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	To-morrow, at Noon.
YOKOHAMA & KOBÉ	ALBA	Brit. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 24th July, at Noon.
YOKOHAMA & SAN FRANCISCO	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	On 3rd July.
YOKOHAMA & SAN FRANCISCO	DAKOTA	Brit. str.	—	St. John George	SHAW, TOMES & CO.	About 10th Aug.
YOKOHAMA & SAN FRANCISCO	EMPIRE	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	To-morrow, at Noon.
YOKOHAMA & SAN FRANCISCO	TAIWAN	Brit. str.	—	R. Webster	McGREGOR BROS. & GOW	Quick despatch.
JAPAN VIA SHANGHAI	GLENTURRET	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 29th inst.
VLADIVOSTOK VIA SHANGHAI & NAKI	LUCHOW	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 4th July, at 4 P.M.
CHINKIANG	CHONGSHING	Brit. str.	—	T. H. Hild, R.N.R.	P. & O. S. N. Co.	About 29th inst.
TIENTSIN	DEVANA	Brit. str.	—	—	SHAW, TOMES & CO.	To-day.
SHANGHAI	LYERMOON	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
SHANGHAI	CHOWANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st July.
SHANGHAI	SHAOHSING	Brit. str.	—	K. Motobashi	OSAKA SHOSHEN KAISHA	On 3rd July, A.M.
SHANGHAI	AKASHI MARU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 3rd July.
SHANGHAI	KIUKIANG	Brit. str.	—	—	MELCHERS & CO.	On 5th July.
SHANGHAI VIA SWATOW, AMOY & KOBE	SPESIA	Brit. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 1st July, at 10 A.M.
SHANGHAI, YOKOHAMA & KOBÉ	JOSHIN MARU	Jap. str.	—	T. Ohta	OSAKA SHOSHEN KAISHA	On 11th July, A.M.
SWATOW & AMOY	MAIDURU MARU	Jap. str.	—	H. A. Halden	OSAKA SHOSHEN KAISHA	To-morrow, A.M.
AMOY & SWATOW	FAITHFUL	Ger. str.	—	J. S. Roach	DOUGLASS LAPRAIK & CO.	To-morrow, at 3 P.M.
POOCHOW, VIA SWATOW & AMOY	HAITAN	Brit. str.	2 h.	J. Nibson	NIPPON YUSEN KAISHA	To-morrow, at Noon.
SWATOW & AMOY	CHILDAR	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
SWATOW & BANGKOK	LOONGSANG	Brit. str.	—	R. Rodger	SHAW, TOMES & CO.	To-morrow, at Noon.
MANILA	ZAFIRO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 3rd July.
MANILA	TEAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 4th July, at 4 P.M.
MANILA	YERANG	Brit. str.	—	R. Almond	SHAW, TOMES & CO.	On 7th July, at Noon.
MANILA	RUBI	Brit. str.	—	S. H. Bilton	JARDINE, MATHESON & CO.	To-morrow, at Daylight.
MANILA	MAUSANG	Brit. str.	—	—	DAVID SASSOON & CO., LTD.	To-morrow, at 1 P.M.
SANDAKAN	GREGORY APCAR	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 3rd July, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	CHENSANG	Brit. str.	k.w.	Brown	HAMBURG-AMERIKA LINE	On 4th July.
SINGAPORE & CALCUTTA	AMERIA	Ger. str.	—	—	JAVA-CHINA-JAPAN LINE	About 10th July.
BATAVIA, CHERIDON, SAMARANG, &c.	TIENHAI	Dat. str.	—	—	—	—

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DEVANA	About 29th June	Freight and Passage.
LONDON &c. VIA USUAL PORTS OF CALL	ARCADIA	Noon, 30th June	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES	PESHAWUR	About 4th July	Freight only.
YOKOHAMA VIA SHANGHAI	NUBIA	About 8th July	Freight and Passage.
MOJI AND KOBÉ	NUBIA	July	Freight and Passage.

Hongkong, 29th June, 1906.

HONGKONG-MANILA. Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 30th June, Noon.
RUBI	2540	R. Almond	Manila	On 7th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 25th June, 1906.

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)
S.S. "ANGLO SAXON" On 16th July.
S.S. "JOHN HARDIE" About 20th August.

For freight and further information apply to
SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 20th June, 1906. [119]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA FOR PORTLAND, OREGON. OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT DAYLIGHT
"NUMANTIA"	4,370	Feldmann	July 14th, 1906.
"ARABIA"	4,483	Menteth	August 14th, 1906.
"ARAGONIA"	5,198	Ernst	September 5th, 1906.
"NICOMEDIA"	4,370	G. Meyer	September 18th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
S. SILVERSTONE, ACTING GENERAL AGENT.
 Hongkong, 20th June, 1906. [13]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA VIA MOJI, KOBÉ AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	On 3rd July.
SHAWMUT	9,606	E. V. Roberts	On 27th July.
TREMONT	9,606	T. W. Garlick	On 22nd August.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 25th April, 1906. [17]

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 25th April, 1906. [17]

HAMBURG-AMERIKA LINE.

STEAMERS	DESTINATION	TO SAIL
ALBA	YOKOHAMA & KOBÉ	3rd July
SPESIA	SHANGHAI, YOKOHAMA & KOBÉ	9th July
SAMBIA	SHANGHAI, YOKOHAMA & KOBÉ	18th July
SAXONIA	SHANGHAI, YOKOHAMA & KOBÉ	25th July

HOME LINE—HOMeward.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATION	TO SAIL
"RHENANIA"	NAPLES, HAVRE, ANTWERP, BREMEN & C.	On 10th July
"SCHWARZBURG"	HAMBURG via Singapore, Penang & Colombo	On 24th July
"ALEZIA"	HAVRE and HAMBURG	On 7th Aug.
"SILEZIA"	HAVRE and HAMBURG	On 21st Aug.
"RHENANIA"	NAPLES, HAVRE and HAMBURG	On 4th Sept.

This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with 2 beds (cabinets), table, 2 ward-ropes, 2 washstands, electric fans, etc. Large elegantly furnished saloons, smoking room, etc. The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suva, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HABSBURG", "HOHENSTAUFEN", "SCANDIA" and "SILEZIA".

COAST SERVICE.

STEAMERS	DESTINATION	TO SAIL
AMBRIA	SINGAPORE & CALCUTTA	4th July
DAPHNE	NAGASAKI & VLADIVOSTOK	End of July
LYERMOON	SHANGHAI	29th June
LYDIA	SHANGHAI & CHINKIANG	5th July
JTHAKA	SHANGHAI & CHINKIANG	To follow.
KOWLOON	SHANGHAI & CHINKIANG	To follow.

For Freight and Passage, apply to
HAMBURG-AMERIKA LINE, SIEMSEN & CO. HONGKONG OFFICE.

For Steamer of the Coast Service Marked * to

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.

FOR VLADIVOSTOK VIA SHANGHAI AND NAGASAKI.

THE Steamship
"GLENURRET."
 Captain R. Webster, will be despatched as above on or about 29th inst.

For Freight, etc., apply to
McGREGOR BROS. & GOW.
 Hongkong, 21st June, 1906. [1291]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, EGYPT, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"ARCADIA."
 Captain W. W. Cooke, R.N.R., carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON Direct on SATURDAY, the 30th June, at Noon, taking passengers and cargo for the above ports.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT, Superintendent.
 Hongkong, 18th June, 1906. [1]

THE RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG.

NOTICE.

STEAM FOR ODESSA.

THE Company's Steamship
"ARCONIA."
 Captain Galin, will be ready to load as above TO-MORROW, the 30th inst.

For Freight, apply to
MELCHERS & CO., Agents.
 Hongkong, 16th June, 1906. [1268]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

OCEAN STEAMSHIP COMPANY, LD.

CHINA MUTUAL STEAM
NAVIGATION CO., LD.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE
OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"ORESTES"	On 30th July.
GLASGOW and LIVERPOOL	"OANFA"	On 31st July.
GLASGOW and LIVERPOOL	"ASTYANAX"	On 1st Aug.
GLASGOW and LIVERPOOL	"LAERTES"	On 12th July.
GLASGOW and LIVERPOOL	"POLYPHEMUS"	On 13th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th July.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 15th July.
GLASGOW and LIVERPOOL	"DIOMEDES"	On 2nd Aug.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 2nd Aug.
GLASGOW and LIVERPOOL	"PELEUS"	On 3rd Aug.
GLASGOW and LIVERPOOL	"CRING WO"	On 9th Aug.

FOR	STEAMERS	DATE
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 3rd July.
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 29th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUET"	On 31st July.
LONDON, AMSTERDAM and ANTWERP	"ORESTES"	On 14th Aug.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 20th Aug.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 28th Aug.
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 30th Aug.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS	"OANFA"	On 5th July.
NAGASAKI, KOBE and YOKO-	"TELEMACHUS"	On 4th Aug.
HAMA		

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA & PACIFIC COAST	"TEUCER"	On 12th July.
	"TYDEUS"	On 15th Aug.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th June, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	DATE
"CHINKIANG"	"LUCHOW"	On 1st July.
SHANGHAI	"SHAOHSING"	On 1st July.
MANILA	"KIUKIANG"	On 3rd July.
	"TEAN"	On 3rd July.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
† Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th June, 1906.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE
TAMSWAT, SWATOW AND AMOI	"JOSHIN MARU"	SUNDAY, 1st July, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"AKAISHI MARU"	TUESDAY, 3rd July, A.M.
ANFING VIA SWATOW AND AMOI	"MAIDZURU MARU"	WEDNESDAY, 11th July, A.M.
FOCHOW VIA SWATOW AND AMOI	"FUKUOKA"	SATURDAY, 30th June, A.M.

* These Steamers have excellent accommodation for First-class Passengers, and are fitted
throughout with electric light. Unrivalled Table.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, or further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Building.

Hongkong, 28th June, 1906.

T. ARIMA, Manager.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF
12 days Across the Pacific is the "EMPERESS LINE." Saving 3 to 7 days' Ocean Travel
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS	DATE	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF JAPAN"	6,000	WEDNESDAY, 11th July
"MONTEAGLE"	5,500	WEDNESDAY, 18th July
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 22nd Aug.
"TAMAR"	4,425	WEDNESDAY, 8th Aug.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 22nd Aug.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL
OVERLAND TRAINS, RAILY from the PACIFIC to the ATLANTIC WITHOUT
CHANGE.

Hongkong to London, 1st Class, via St. Lawrence 200; via New York 262.
Intermediate Steamer, 240; 1st Class Rail, 242.

R.M.S. "MONTEAGLE" and "TAMAR" and "ATHENIAN" carry "Intermediate"
passengers only to Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Paddar Street and Praya, opposite Blake Pier

67

IMPERIAL GERMAN MAIL
LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DATE
ZIETEN	WEDNESDAY, 4th July
BOON	WEDNESDAY, 11th July
SEYDLITZ	WEDNESDAY, 18th July
BAYERN	WEDNESDAY, 1st Aug.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th Aug.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 22nd Aug.
SACHSEN	WEDNESDAY, 29th Aug.
PRINZ HEINRICH	WEDNESDAY, 5th Sept.
GRINSENAU	WEDNESDAY, 12th Sept.
PRINZESS ALICE	WEDNESDAY, 19th Sept.
PREUSSEN	WEDNESDAY, 26th Sept.

ON WEDNESDAY, the 4th day of JULY, 1906, at Noon, the Steamship "ZIETEN"
Captain F. v. Binner, with MALES, PASSENGERS, SPECIE and CARGO, will
leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted 4th Noon, on MONDAY, the 2nd July. Cargo and
Specie will be received at the Agency's Office until 5 P.M. on TUESDAY, the 3rd July, and Parcel
will be received at the Agency's Office until Noon, on TUESDAY, the 3rd July.

Permits of Passage are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamship has splendid accommodation, and carries a Doctor and Stewardesses.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

TO NAPLES, GENOA AND GIBRALTAR

91 0 0 55 0 0 33 0 0

TO SOUTHAMPTON, LONDON, BREMEN

97 0 0 66 0 0 36 0 0

AND HAMBURG

104 0 0 66 0 0 36 0 0

TO NEW YORK VIA SUEZ

115 0 0 76 0 0 47 0 0

VIA NAPLES, GENOA OR GIBRALTAR

125 0 0 80 0 0 49 0 0

VIA BREMEN OR SOUTHAMPTON

125 0 0 80 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TO BE VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERCEPTION OF THE VOYAGE IN EGYPT.

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR: MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DATE
PRINZ SIGISMUND	TUESDAY, 24th July.
WILHELM	TUESDAY, 21st Aug.
PRINZ WALDEMAR	TUESDAY, 18th Sept.

ON TUESDAY, the 24th JULY, at Noon, the Steamship "PRINZ SIGISMUND,"
Captain Lanz, with Males, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

TO MANILA

TO NEW GUINEA

TO BRISBANE

TO SYDNEY

TO MELBOURNE

TO YOKOHAMA

TO KOBE

TO YOKOHAMA and back from KOBE

TO HONGKONG

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

TO EUROPE VIA AUSTRALIA AND AMERICA

96 0 0 66 0 0 36 0 0

From America to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, Cebu, Singapore, Penang, Malacca, Sumatra, Java, Batavia, Surabaya, Hongkong, Shanghai, Japan, Europe.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	First half of July	JAPAN via SHANGHAI	First half of July
TJIMAH	JAPAN	First half of July	JAVA PORTS	First half of July
TJIPANAS	JAPAN	Second half of July	JAVA PORTS	First half of August
TJILATJAP	JAVA	Second half of July	JAPAN via SHANGHAI	First half of August

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 20th June, 1906.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS

FOR LONDON AND ANTWERP

THE Steamship

"GLENESK"

Captain J. Baferly, will be despatched as

above on or about the 10th July.

For Freight and Passage, apply to

McGREGOR BROS. & GOW

Hongkong, 18th June, 1906.

SHIPPING IN PORT.

STEAMERS

ALDERSHOT, British str., 1,354, W. W. Adam,

6th June—Saigon 1st June, Rice—Dud-

well & Co.

AMARA, British str., 1,700, C. J. Matlock,

14th June—Saigon 10th June, Rice and

General—Jardine, Matheson & Co.

APENRADE, German str., 611, H. R. Gaustad,

20th June—Pakhoi 18th June and Hoihow

19th, General—Jensen & Co.

AUSTRALIAN, British str., 1,784, W. G. Mc-

Arthur, 27th June—Kobe 21st June,

General—Gibb, Livingston & Co.

BEN NEVIS, British str., 2,400, Pritchard, 21st

June—Newcastle (N.S.W.) 31st May, Coal.

Shewan, Tomes & Co.

CAIRO, Norwegian str., 1,381, J. Larsen, 14th

June—Saigon 10th June, Rice—Aagaard,

Thoresen & Co.

CANTON MARU, Japanese str., 1,997, S. Hirai,

27th June—Kobe 17th June, Coal and Gen-

eral—Order.

CHINDAR, British str., 1,102, H. Nilsson, 22nd

June—Bangkok 15th June, General—

Nippon Yusen Kaisha.

CHUYEN, Chinese str., 1,177, Stewart, 24th

June—Shanghai 20th June, General—

Chinese.

CHONGHAI, British str., 1,424, E. S. Sand-

bach, 26th June—Shanghai 21st June, and

Swatow 25th, General—Jardine, Matheson

& Co.

CHUNSHAN, British steamer, 1,417, Cox, 23rd

June—Surabaya 18th June, Sugar.

Jardine, Matheson & Co.

DRUVA, Norwegian str., 1,102, J. Bing, 24th

June—Chinkiang 18th June, General—

